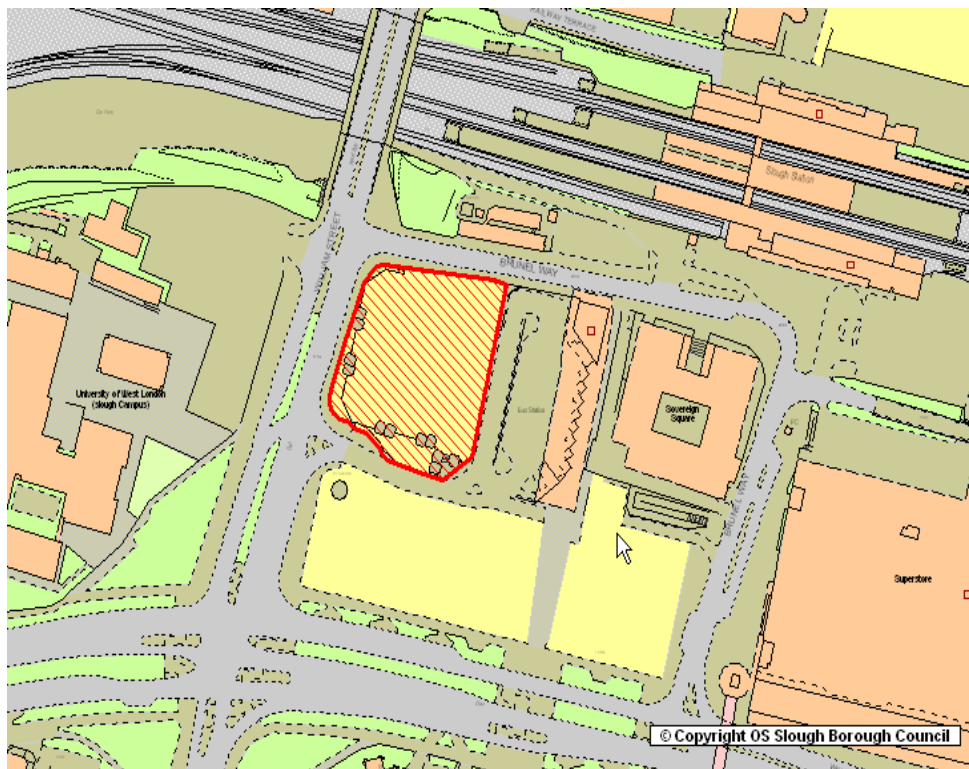


Registration Date:	08-Aug-2013	Applic. No:	P/04888/016
Officer:	Ian Hann	Ward:	Central
		Applic type:	Major
		13 week	7th November 2013
		date:	
Applicant:	Scottish Widows Fund And Life Assurance		
Agent:	Mr. Marco Tomasi, Fomation Architects The Royle Studies, 41, Wenlock Road, London, N1 7SG		
Location:	The Octagon Site, Brunel Way, Slough, SL1 1XW		
Proposal:	ERECTION OF 2NO. LINKED OFFICE BUILDINGS (10NO. FLOORS AND 8NO. FLOORS) COMPRISING, 27,000 SQM OF INTERNAL OFFICE FLOOR SPACE (CLASS B1A) WITH ACCESS, PARKING AND SERVICING.		

Recommendation: Delegate to Head of Planning Policy and Projects



1.0 SUMMARY OF RECOMMENDATION

- 1.1 Delegate the planning application to Head of Planning Policy and Projects for the consideration of any transport and highways issues, completion of a Section 106 Agreement, finalising conditions and final determination.
- 1.2 This application is to be determined by the Planning Committee as it forms a major development.

PART A: BACKGROUND

2.0 Application Site

- 2.1 The site is bounded by Brunel Way to the north and William Street to the west, with the Wellington Street / William Street junction to the south and slough bus station and a 5 storey office building beyond to the east. Single storey sheds occupy the land between Brunel Way and the railway. The expanse of the William Street / Wellington Street junction to the south dominates the area, with the Church of Our Lady Immaculate & Saint Ethelbert to the south of Wellington Street, with Queensmere shopping centre to the east of the church. The former Thames Valley University site to the west has been cleared but formally contained a range of two to four storey buildings.
- 2.2 The site contained an existing office building, known as the “octagon” building, arising from its rather unusual octagonal design. Although being a visually interesting building it become rather tired and dated in appearance leading to its demolition. The site is now currently being used as a surface car park.
- 2.3 The site occupies a key position in the redevelopment of the centre of Slough although not within the boundaries of the Heart of Slough but share mutual benefits with it.

3.0 Proposal

- 3.1 This application is submitted for the demolition of existing building and erection of 2no linked office buildings (10no floors and 8 no floors) comprising 27,000 square metres of gross external office floorspace (Class B1a) together with access, parking and servicing. This application is similar to the previous planning consent that was approved in June 2008 but has now expired prior to the commencement of the scheme, hence the need for the current application.
- 3.2 Block A is the frontage block with its principle elevation facing onto

William Street. It is 10 storeys high with an overall height of 45 metres, but which includes plant room and main stair core, both of which protrude a further 3 – 4 metres above the office accommodation. Block B is the rear block which is 8 storeys high with an overall height of 38 metres also including a plant room and main stair core, which protrude a further 3 – 4 metres above the office accommodation.

- 3.3 Block A has a typical office floorplate of 56m X 19m and Block B is 60m X 19m. Above first floor level the width of each office floorplate increases above a double height entrance core. Blocks A and B can be occupied independently or linked to form one office scheme. Both floorplates have a north/south orientation.
- 3.4 The floor plates are orientated north/south to take advantage of east/west/natural daylighting. The western block is rotated to align with William Street to strengthen the street edge. Both blocks are rounded to fit the site and soften the building form. The central cores connect both buildings, but can also function independently.
- 3.5 The ground floor level is set 200mm above the William Street pavement level, which due to a fall of 2m across the site allows for the creation of a stepped entrance from Brunel Way. The façade of Block A is curved back further to reveal the entrance to the main pedestrian flow from the station. A set of glazed canopies are located over the steps to further define the entrance. The rear courtyard provides an amenity space for the office occupiers and provides an opportunity for a secondary pedestrian entrance.
- 3.6 Pedestrian access is gained from Brunel Way. Main reception is set back from Brunel Way via a landscaped podium which is accessed via steps or a ramp from Brunel Way. Pedestrian access is also available on the south side via the main central stair cores.
- 3.7 One level of basement car parking are proposed providing a total of 86 no. car parking spaces, this represents no overall increase in the number of existing car parking spaces on site and equates to a floorspace to car parking ratio of 1 no. car parking space per 342 sq,. metres. Vehicular access to the car park is via a ramped access from William Street with the service area above this.
- 3.8 A lay-by is proposed in Brunel Way which will provide a picking up/dropping off point for visitors to the offices. The lay-by will be retained as public highway and a change to the existing road traffic order will be required to allow its use. Brunel Way itself is to be widened to 3 lanes.
- 3.9 The following changes are proposed from the previously approved scheme:

Ground floor level

- The access to the vehicular ramp is moved from Brunel Way to the south side of the site allowing for an uninterrupted pavement to the front of the site helping improve pedestrian safety.
- In place of the ramp will be the entrance to the underground cycle storage integrated into the soft landscaping along this boundary.
- The steps to the main lobby have been redesigned along with the disabled ramp.
- The area to the south is re-configured to provide space for service and delivery vehicles and accommodate a new ramp access.
- The landscaping at the rear of the site has been modified.

Typical floor level

- Central cores have been rationalised, escape stairs repositioned and ancillary areas redesigned.
- The two cores are now of the same width.
- Block B has been slightly shortened on the south side.

Basement

- The loading bay is now at ground level.
- Second basement omitted.
- Ramp direction flipped.
- 26no. car parking spaces provided in double car stackers.

There are no changes to the external appearance of the building.

3.10 The following documents have been submitted along with this planning application:

- Application Form
- Plans
- Design & Access Statement
- Technical Transport Note
- Air Quality Assessment

4.0 Planning Background

4.1 Planning permission was granted for the erection of 2no. linked office buildings comprising 29,417 sqm of office space together with access, parking and servicing (P/04888/012). However this scheme was never commenced and the permission has now expired requiring the need for this current application in order to resurrect the scheme.

4.2 The site is currently being used as a surface car park following the

demolition of the existing building and was granted planning permission by the Planning Inspectorate in November 2012 for a temporary time until 19th October 2014.

5.0 Consultation

5.1 HIGHWAYS AND TRANSPORT

Trip Generation

This site was previously developed as a B1 office (Octagon), in 2007 it received planning consent for a new B1 office of a significantly greater size, and subsequently the original office building (Octagon) was demolished. In terms of floor area for office use i.e. excluding the basement floor area for parking and servicing, there is no material difference in floor area between 2007 consent and the proposed application. The reduction in floor area between the proposed scheme and that consented in 2007 is a result of the removal of the second basement where the building servicing was to take place. Therefore in terms of trip generation I would expect it to be very similar to that which received consent in 2007.

Consent was granted at appeal for the use of the site as a car park, but it is not appropriate to compare the car park use to the proposed use as it only as a temporary consent.

A multi-modal trip generation assessment has been undertaken for this site using trip rates derived from the TRICS database. I have reviewed criteria that the consultant has used and disagree with some of their assumptions made by the consultant. Firstly only sites in Greater London have used, but Slough is not in Greater London and does not benefit from the public transport accessibility that London offers. Slough therefore shares similar characteristics to other British towns and cities and therefore I am not clear why sites in Liverpool, Birmingham and Glasgow have been excluded. These sites have a higher vehicle trip generation and other differences to that of the London sites, which would suggest that the impact of the site could be higher than could be alluded from the trip rates.

Access

The site will be accessed from the bus station access road, via a left in left out manoeuvre into the access road. There is an existing right turn bus lane into the bus station access but development traffic will not be allowed to use the bus lane. In my pre-application advice to the developer I requested that the developer fund an enforcement camera and associated costs to cover the bus lane and enable the Council to enforce vehicles illegally using the bus lane to access the site. An obligation covering this provision should be included within the S106 agreement.

Car Park Access

The car park access is to be taken from the bus station access road via a ramped access down to the basement level. Traffic egressing the car park will give way to buses exiting the bus station. Entry /Exit barriers will be located on the access ramp and I would request that a car park management plan should be prepared by the developer setting out how the car park will be managed particularly ensuring that queuing from the entry barrier does not obstruct the free flow of buses on the bus station access road.

Visibility splays from the car park access will need to be provided based on a design speed of 20mph for the bus station access road and the 'x' distance should a minimum of 2.4m. These will need to be shown on a drawing and submitted prior to determination. No obstruction greater than 600mm should fall within the visibility splay

Relocation of vehicular access from Brunel Way to the Bus station access road has provided a major benefit to both the applicant and to highway safety and the public realm. The previous scheme had car park traffic service vehicles using an access on Brunel Way which would create a conflict with the much increased pedestrian movements on Brunel Way following the station forecourt and Heart if Slough highway works. This conflict has been removed and enabled an improved public realm along the frontage to be achieved. For the developer this will save significant costs as this has enabled them to delete the second basement level from their development.

Service Vehicle

Rigid services vehicle and refuse trucks will service the buildings from the service area which is also accessed from the bus station access road. Tracking has been provided illustrating that this can be achieved within the confines of the service area.

A right of access must be secured across the land outside of the developers control to access the service area.

Pedestrian Access

Pedestrian access to the reception will be achieved through the implementation of steps and a disabled ramp.

Footways

In the previous consent for this site the developer agreed to dedicate land to be maintainable as public highway free of charge to enlarge the carriageway to increase capacity Brunel Way/William Street junction. It has been agreed that this is no longer required. However enlarged footways are being provided around the building to facilitate a more attractive pedestrian environment. The submitted drawings show the adopted footway widths being a

minimum of 4.8m wide on the corner of William Street/Brunel Way, of being between 5m and 5.4m along the frontage of Brunel Way and being approximately 4.2m along William Street. The submitted list of drawings does not include a site layout plan which is required as it would include key dimensions, indicative location of visitor cycle parking, vehicle visibility splays from car park access, the length of the dropped kerb for the service area etc should be marked on the drawing. I would be grateful if this could be supplied prior to determination as this drawing would need to be referred to in any planning consent. The developer will need to enter into a S278 agreement for the footway works.

Materials

Natural stone granite paving has been implemented on the footways that form part of the Heart of Slough public realm scheme. However the footways around this site have been implemented in ASP for the reason that the Council knew this development site would be coming forward at a later date and there would be changes to the footway alignment which would damage the granite paving. Therefore I would request that as part of the S106 agreement there is an obligation that requires the developer to provide matching granite paving as per the Council's standard detail specification on the footways along Brunel Way and William Street to replace the existing ASP. I understand that a material specification has been agreed for the bus station access road and adjoining service areas and this will need to be discussed further with SBC Highways as part of the S278 agreement.

Land Adjacent the Bus Station

In the pre-application discussions the developer was asked whether they would be willing to transfer a small strip of land (measuring circa 1.4m x 17m) along the north western boundary of the bus station in order to enable disabled passengers from this bus stop within the bus station. The submitted plans have made an allowance for this request and this is welcomed. It is not clear from this application when this development will be taken forward and as this land is needed now I would respectfully request that this piece of land is made available at the earliest possible opportunity, perhaps initially it could be made available on a peppercorn rent basis, until the site becomes occupational.

Loading Bay

The developer has also requested the provision of a loading bay at the front of the building which will be used by small delivery vans and for some dropping off. This is considered acceptable as long as it is covered by a traffic regulation order and used for loading purposes only. The costs of the traffic regulation order should be secured as part of the S106 agreement.

Car Parking

86 car parking spaces are being provided which is considered acceptable and is consistent with the Slough Local Plan parking standards. 26 car parking spaces are provided in double car stackers.

Cycle Parking

Cycle parking is to be located in the basement and accessed by way of a separate ramp from Brunel Way. The ramp solution is welcomed and provides high quality facility for cyclists. There is a gate to the ramp which will open over the highway, which will need to be changed so that it does not open over the highway.

I am not clear what type of racks are being used in the basement parking area but only a space of 1.1 x 0.25 metres has been allowed for each cycle this is totally insufficient and will not work. Therefore I would be grateful if further plans can be submitted at this stage showing the layout of the cycle parking as by my calculations as few as 50-60 spaces may only be achieved within this space.

The 20 visitor cycle parking racks are located at the front and rear of the building. I do not see any value in the 8 racks to the rear of office block A because it would be an unnecessary long walk distance for visitors to the reception from the racks and therefore I recommend that these racks should be deleted and replaced with soft landscaping. The Design and Access Statement refers to more 4 visitor parking racks close to the cycle ramp on Brunel Way, locating the racks at the front of the building is more practical, although I would prefer them to being in direct sight of the lobby area. However the specific sighting of the racks and their specification in terms of materials and design can be covered by a planning condition and addressed at a later date.

Travel Plan

A Travel Plan will need to be prepared for this development and should include travel monitoring inline with the TRICS based SAM methodology. Currently a travel plan does not appear to have been written, and as this is a speculative development I would suggest that the key components of the Travel Plan are agreed in the S106 agreement and a framework/interim Travel Plan submitted at a later date.

I would be grateful if some clarification could be provided in the location of the shower and changing facilities. On page 18 of the Design and Access Statement it refers to the shower and locker provision within the storage area, however I see no evidence of this on the submitted plans. Showers and changing facilities would be better provided on each of the floors attached to the toilet blocks as

this will be much safer for users. Storage lockers for cyclists' equipment could be provided in the cycle store area, although this does not assist the storage of clothes. Consideration should be given to drying facilities being provided adjacent to the shower facilities.

Summary

This application is very similar to the previous consent on this site for a large office development, the main change being that the access to the site for vehicles is taken from the rear service road leading to the bus station and that is enabled servicing to be undertaken from the rear at ground floor level and therefore the omission of the second basement. This has benefits for both the developer in terms of cost savings and for all users of Brunel Way as this will enhance of the safety and attractiveness of the footway and reduce delays to traffic through a reduction in turning movements. Trip rates for the development have been derived from the TRICS database and I am not in agreement that using sites in Greater London is necessarily reflective of what will happen at this site. However if the developer is willing to agree to the proposed package as discussed above and set out below then I would suggest no further work is required on the trip rates.

Recommendation

Further discussions need to be undertaken in regard to the

- S106 obligations (Transport and Highways schedules);
- clarity provided on the shower, changing and drying facilities;
- detailed layout plan of the basement cycle parking demonstrating the number of cycle parking spaces can be achieved;
- drawing needs to be submitted showing key dimensions of footway, dropped crossing for the service area, visibility splays etc.

Subject to achieving a satisfactory conclusion on these matters I see no reason for a highway objection.

The applicant will need to enter into a section 106 agreement with Slough Borough Council, this s106 agreement will obligate the developer to enter into a section 278 agreement for the satisfactory implementation of the works identified in the highways schedule and for the collection of the contributions schedule.

The highways schedule includes:

- Temporary access point,
- Installation of crossover / junction;
- Reconstruct the footway on all necessary sides of the application site using agreed materials (natural stone granite to replace ASP);
- Reinstatement of redundant access points to standard to footway construction
- Installation of street lighting modifications;

- Drainage connections;
- Construction of the servicing area and section of car park access ramp adjoining the bus station access road using agreed palette of materials to be consistent with those materials used by the Heart of Slough public realm scheme;
- Construction and dedication as highway maintainable at the public expense, free of charge, the footways on Brunel Way/William Street/Bus Station Access Road around the site as shown on Drawing No.
- Ideally the applicant should prepare a s278 Adoption Layout (Slough Borough Council Drawing Number 8/27/**P1) to show the works required. This plan should be appended to the s106 and correspond to the Highway Works Schedule.

Transport Schedule

- contribution to Station Forecourt works and enhancements to pedestrian /cycle facilities leading to and within the town centre (uplift of previously agreed financial contribution of £550k with rti);
- fund the implementation of bus lane enforcement camera and associated costs to link to CCTV centre/ SBC parking office as appropriate;
- transfer of strip of land measuring circa 1.4m x 17m along eastern boundary of site adjoining the bus station to allow disabled access to stopping buses;
- Traffic Regulation Order advertisement costs and sign and lining costs for loading bay of £6k;
- Travel Plan obligations covering content and monitoring specifications; and
- Travel Plan Monitoring Contribution of £6k.

The Highways and Transport Engineers recommended several conditions.

Drainage Comments

The developer should provide a detailed design for an attenuated surface water drainage system with a maximum discharge rate of 20 litres/second/hectare to the public SW sewer. Where practical volumetric reduction measures should be provided eg. Green roofs, planters or reuse. Thames Water should be consulted regarding foul sewage discharges.

5.2 NEIGHBOURHOOD ENFORCEMENT

The Neighbourhood Enforcement Team have identified the following issues and recommended the following conditions:

Issue 1 - Demolition/Construction Phase

Noise, dust and vibration from the demolition and construction

phase may affect occupiers of nearby residential premises. I suggest the following planning condition is attached to any planning permission granted:

Condition - Control of environmental effects: major redevelopment

No development shall begin until details of a scheme (Working Method Statement) to control the environmental effects of demolition and construction work has been submitted to and approved in writing by the Local Planning Authority. The scheme shall include:

- (i) control of noise
- (ii) control of dust, smell and other effluvia
- (iii) control of surface water run off
- (iv) site security arrangements including hoardings
- (v) construction and demolition working hours, hours during the construction and demolition phase, when delivery vehicles taking materials are allowed to enter or leave the site.

The development shall be carried out in accordance with the approved scheme or as may otherwise be agreed in writing by the Local Planning Authority.

REASON: In the interests of the amenities of the area.

Issue 2 – Noise

I suggest that the following planning condition is attached to any planning permission granted:

Condition - Hours of demolition and construction

No demolition or construction work shall take place outside the hours of 08:00 - 18:00 hrs Monday to Friday 08:00 - 13:00 hrs on a Saturday and no working at all on Sundays or public holidays.

REASON: To ensure that the amenities of the residents is not adversely affected by noise.

Issue 3 – Waste during demolition/construction

The demolition / construction phase can have an affect on the residents particularly smoke from bonfires. I suggest that the following planning condition is attached to any planning permission granted:

Condition - Control of waste during demolition/construction phase

No development shall take place until details in respect of measures to:

- (a) Minimise, re-use and re-cycle waste, including materials and waste arising from demolition;
- (b) Minimise the pollution potential of unavoidable waste;
- (c) Dispose of unavoidable waste in an environmentally acceptable manner;
- (d) Have been submitted to and approved in writing by the Local Planning Authority. The approved details shall be implemented during the course of building operations and the subsequent use of the buildings.

REASON: In the interests of the amenities of the area.

Issue 4 – On-site Refuse Storage

On-site refuse storage should be considered carefully as insufficient storage methods may create odour, litter and rat problems for neighbouring premises. I suggest the following planning condition is attached to any planning permission granted:

Condition - On-site refuse storage

No development shall take place until details of on-site storage (including any open air storage facilities) for waste material awaiting disposal have been submitted to and approved in writing by the Local Planning Authority. Such facilities shall be provided in accordance with the approved details prior to the first occupation of the development and thereafter permanently retained.

REASON: In the interests of the amenities of the area.

5.3

ENVIRONMENT AGENCY

No objection to the planning application as submitted, subject to the inclusion of four planning conditions, detailed under the headings below, to any subsequent planning permission granted.

Without the inclusion of these conditions we consider the development to pose an unacceptable risk to the environment.

1. Condition No development approved by this planning permission shall take place until a remediation strategy that includes the following components to deal with the risks associated with contamination of the site shall each be submitted to and approved, in writing, by the local planning authority:

1. A preliminary risk assessment which has identified:
 - all previous uses
 - potential contaminants associated with those uses
 - a conceptual model of the site indicating sources, pathways and receptors
 - potentially unacceptable risks arising from contamination at

the site

2. A site investigation scheme, based on (1) to provide information for a detailed assessment of the risk to all receptors that may be affected, including those off site. Cont/d.. 2

3. The results of the site investigation and the detailed risk assessment referred to in (2) and, based on these, an options appraisal and remediation strategy giving full details of the remediation measures required and how they are to be undertaken.

4. A verification plan providing details of the data that will be collected in order to demonstrate that the works set out in the remediation strategy in (3) are complete and identifying any requirements for longer-term monitoring of pollutant linkages, maintenance and arrangements for contingency action. Any changes to these components require the express written consent of the local planning authority. The scheme shall be implemented as approved.

Reasons

This site is underlain by the Langley Silt (Unproductive Stratum) over the Taplow Gravel Formation (Principal Aquifer) over the Lambeth Group (Secondary A Aquifer) over the Chalk (Principal Aquifer). The site is located within an Outer Source Protection Zone (SPZ2) for a potable water supply that abstracts from the gravels. The development proposed is an 8-10 story building, likely to require the use of piling. We therefore need to protect the aquifers under the site from any vertical mobilisation of contamination formed by piling.

We need to know the full history of the site and surrounding land. For instance the development site is located very close to the Bus Station and we need to know if there was storage of fuels on this adjacent site. We need assurances that the soils and made ground under this site are uncontaminated before we could agree to the use of piling.

The application form shows that a basement is planned for this site. Whilst this may remove contamination within soils, the construction of a basement within the Taplow Gravels may cause groundwater impedance. This needs to be addressed in a hydro-geological risk assessment.

2. Condition

No occupation of any part of the permitted development shall take place until a verification report demonstrating completion of works set out in the approved remediation strategy and the effectiveness of the remediation shall be submitted to and approved, in writing, by the local planning authority. The report shall include results of sampling and monitoring carried out in accordance with the approved verification plan to demonstrate that the site remediation

criteria have been met. It shall also include any plan (a “long-term monitoring and maintenance plan”) for longer-term monitoring of pollutant linkages, maintenance and arrangements for contingency action, as identified in the verification plan. The long-term monitoring and maintenance plan shall be implemented as approved.

Reason

This site is underlain by the Langley Silt (Unproductive Stratum) over the Taplow Gravel Formation (Principal Aquifer) over the Lambeth Group (Secondary A Aquifer) over the Chalk (Principal Aquifer). We need to protect these aquifers from any contamination that could be mobilised during development.

3. Condition

The development hereby permitted shall not be commenced until such time as a scheme to dispose of surface water that ensures that soakaways are not constructed into contaminated land has been submitted to, and approved in writing by, the local planning authority. The scheme shall be implemented as approved.

Reason

We need to protect the Principal aquifer in the Taplow Gravels from any historic contamination that could be mobilised through the use of soakaways.

4. Condition

Piling or any other foundation designs using penetrative methods shall not be permitted other than with the express written consent of the Local Planning Authority, which may be given for those parts of the site where it has been demonstrated that there is no resultant unacceptable risk to groundwater.

Reason

We need to ensure that foundation design does not form pathways for contamination to migrate into the Taplow Gravel Formation (Principal Aquifer) or indeed deeper into the Lambeth Group. Piling that connects the surface of the site with the underlying strata may not be suitable unless the site investigation demonstrates that the soils and made ground are uncontaminated or that the basement excavation has removed all contamination.

5.4

THAMES WATER

Waste Comments

Following initial investigation, Thames Water has identified an inability of the existing waste water infrastructure to accommodate the needs of this application. Should the Local Planning Authority look to approve the application, Thames Water would like the following 'Grampian Style' condition imposed. “Development shall

not commence until a drainage strategy detailing any on and/or off site drainage works, has been submitted to and approved by, the local planning authority in consultation with the sewerage undertaker. No discharge of foul or surface water from the site shall be accepted into the public system until the drainage works referred to in the strategy have been completed". Reason - The development may lead to sewage flooding; to ensure that sufficient capacity is made available to cope with the new development; and in order to avoid adverse environmental impact upon the community. Should the Local Planning Authority consider the above recommendation is inappropriate or are unable to include it in the decision notice, it is important that the Local Planning Authority liaises with Thames Water Development Control Department (telephone 0203 577 9998) prior to the Planning Application approval.

Surface Water Drainage - With regard to surface water drainage it is the responsibility of a developer to make proper provision for drainage to ground, water courses or a suitable sewer. In respect of surface water it is recommended that the applicant should ensure that storm flows are attenuated or regulated into the receiving public network through on or off site storage. When it is proposed to connect to a combined public sewer, the site drainage should be separate and combined at the final manhole nearest the boundary. Connections are not permitted for the removal of Ground Water. Where the developer proposes to discharge to a public sewer, prior approval from Thames Water Developer Services will be required. They can be contacted on 0845 850 2777. Reason - to ensure that the surface water discharge from the site shall not be detrimental to the existing sewerage system.

There are public sewers crossing or close to your development. In order to protect public sewers and to ensure that Thames Water can gain access to those sewers for future repair and maintenance, approval should be sought from Thames Water where the erection of a building or an extension to a building or underpinning work would be over the line of, or would come within 3 metres of, a public sewer. Thames Water will usually refuse such approval in respect of the construction of new buildings, but approval may be granted in some cases for extensions to existing buildings. The applicant is advised to contact Thames Water Developer Services on 0845 850 2777 to discuss the options available at this site.

Thames Water requests that the Applicant should incorporate within their proposal, protection to the property by installing for example, a non-return valve or other suitable device to avoid the risk of backflow at a later date, on the assumption that the sewerage network may surcharge to ground level during storm conditions.

No impact piling shall take place until a piling method statement

(detailing the type of piling to be undertaken and the methodology by which such piling will be carried out, including measures to prevent and minimise the potential for damage to subsurface sewerage infrastructure, and the programme for the works) has been submitted to and approved in writing by the local planning authority in consultation with Thames Water. Any piling must be undertaken in accordance with the terms of the approved piling method statement. Reason: The proposed works will be in close proximity to underground sewerage utility infrastructure. Piling has the potential to impact on local underground sewerage utility infrastructure. The applicant is advised to contact Thames Water Developer Services on 0845 850 2777 to discuss the details of the piling method statement.

Where a developer proposes to discharge groundwater into a public sewer, a groundwater discharge permit will be required. Groundwater discharges typically result from construction site dewatering, deep excavations, basement infiltration, borehole installation, testing and site remediation. Groundwater permit enquiries should be directed to Thames Water's Risk Management Team by telephoning 020 8507 4890 or by emailing wwqriskmanagement@thameswater.co.uk. Application forms should be completed on line via www.thameswater.co.uk/wastewaterquality. Any discharge made without a permit is deemed illegal and may result in prosecution under the provisions of the Water Industry Act 1991.

Thames Water would recommend that petrol / oil interceptors be fitted in all car parking/washing/repair facilities. Failure to enforce the effective use of petrol / oil interceptors could result in oil-polluted discharges entering local watercourses.

Thames Water recommends the installation of a properly maintained fat trap on all catering establishments. We further recommend, in line with best practice for the disposal of Fats, Oils and Grease, the collection of waste oil by a contractor, particularly to recycle for the production of bio diesel. Failure to implement these recommendations may result in this and other properties suffering blocked drains, sewage flooding and pollution to local watercourses.

Water Comments

Thames Water recommends the following informative be attached to this planning permission. Thames Water will aim to provide customers with a minimum pressure of 10m head (approx 1 bar) and a flow rate of 9 litres/minute at the point where it leaves Thames Waters pipes. The developer should take account of this minimum pressure in the design of the proposed development.

Thames Water recommend the following informative be attached to

any planning permission: There is a Thames Water main crossing the development site which may/will need to be diverted at the Developer's cost, or necessitate amendments to the proposed development design so that the aforementioned main can be retained. Unrestricted access must be available at all times for maintenance and repair. Please contact Thames Water Developer Services, Contact Centre on Telephone No: 0845 850 2777 for further information.

5.5 **THE CIVIC SOCIETY**

No response has been received. Members will be updated via the amendment sheet should any response be received. It should be noted however that no comments were received with regards to the previous application.

5.6 **BRITISH AIRPORTS AUTHORITY**

No response has been received however the following comments were made with regards to the previous application.

No objections subject to the following condition:

The flat/shallow pitched roofs shall be constructed to allow access to all areas by foot using permanent fixed access stairs, ladders or similar. The owner/occupier shall not allow hazardous birds, in particular gulls, to nest on the building.

REASON: To avoid endangering the safe operation of aircraft through the attraction of birds

5.7 **DEPARTMENT OF CULTURE MEDIA AND SPORT**

No response has been received. Members will be updated via the amendment sheet should any response be received. It should be noted however that no comments were received with regards to the previous application.

5.8 **TOWN CENTRE BUSSINESS INITITIVE**

No response has been received. Members will be updated via the amendment sheet should any response be received. It should be noted however that no comments were received with regards to the previous application.

5.9 **SLOUGH RETAILERS GROUP**

No response has been received. Members will be updated via the amendment sheet should any response be received. It should be noted however that no comments were received with regards to the

previous application.

6.0 Neighbour Notification

6.1 The following neighbours have been consulted with regards to this application:

O2, Brunel Bus Station (First Bus) , Thames Trains Slough Railway Station, Thames Trains station café, Brunel Way.

Concurrent Computer Corporation, Concurrent House, Railway Terrace.

Thames Valley University, St Ethelbert's Catholic Church, Wellington Street

AEG Domestic Appliances, 55 – 57, Royal Bank of Scotland (Cornwall House) 67, Slough central Library 85, High Street
Tesco Stores, Brunel Way

Home Saver Internet Shop, Seal Car & van Hire, Buz's Coffee, I Signs & Graphics, Brunel Way

6.2 No responses have been received from the neighbour consultations.

PART B: PLANNING APPRAISAL

7.0 Policy Background

7.1 The application will be assessed against the following policies:

The National Planning Policy Framework (NPPF)

The NPPF states that unless material considerations dictate otherwise development proposals that accord with the development plan should be approved without delay. That planning should not act as an impediment to sustainable growth and should avoid the long term protection of sites allocated for employment use where there is no reasonable prospect of a site being used for that purpose. It also states that high quality design should be secured and a good standard of amenity for all existing and future occupants of land and buildings. Permission should be refused for development of poor design that fails to take the opportunities available for improving the character and quality of an area and the way it functions.

**Local Development Framework, Core Strategy 2006-2026,
Development Plan Document**

- Core Policy 1 (Spatial Vision and Strategic Objectives for Slough)
- Core Policy 5 (Employment)
- Core Policy 7 (Transport)
- Core Policy 8 (Sustainability & the Environment)
- Core Policy 10 (Infrastructure)
- Core Policy 12 (Community Safety)

Adopted Local Plan for Slough

- EMP2 (Criteria for Business Developments)
- EN1 (Standard of Design)
- EN3 (Landscaping Requirements)
- EN5 (Design and Crime Prevention)
- T2 (Parking Restraint)

- 7.2 The main planning considerations are considered to be:
- Principle of development
 - Design and appearance on the character of the area
 - Impact on neighbouring uses
 - Transport and parking
 - Financial contributions

8.0 Principle of development

- 8.1 The principle of redevelopment of the site would comply with the National Planning Policy Framework in principle as it is a brownfield site and makes efficient use of an underutilised site and could be supported subject to the acceptance of issues such as scale, bulk, design and environmental impacts that are considered in detail below.
- 8.2 As the proposed site is a previously developed site proving offices in the Town Centre, helping the regeneration of the Town Centre it is considered to be acceptable in accordance with Core Policy 1 (Spatial Strategy)
- 8.3 The proposal complies with the criteria listed in policy EMP2 (Criteria for Business Developments) in that:
- a) The proposed building is considered to be of a high quality design, which is considered appropriate in the site location, being within the town centre commercial core.
 - b) Although the height bulk scale massing and design would not reflect the immediate locality at the present time, however, in

the absence of any prescriptive design guidance and given the wider picture of the Heart of Slough proposals, the current scheme would tie in with the broader concepts and the wider anticipated changes for this part of Slough.

- c) It would not detract from the residential amenity of adjoining occupiers by reason of noise, disturbance, overlooking or loss of privacy.
- d) The traffic engineers have not indicated that there would be any significant highway or road safety issues arising from the proposed development.
- e) Adequate servicing is provided for the site.
- f) A transportation financial contribution will be required by Planning Agreement
- g) The proposal would not result in the loss of residential accommodation.

8.4 Given the town centre location and the close proximity to the Town Centre and the previous acceptance of the proposed use at the site this use is considered to be acceptable.

9.0 Design and appearance on the character of the area

9.1 The National Planning Policy Framework confirms the following:

“Good design is a key aspect of sustainable development, is indivisible from good planning, and should contribute positively to making places better for people” (para 56).

“Although visual appearance and the architecture of individual buildings are very important factors, securing high quality and inclusive design goes beyond aesthetic considerations. Therefore, planning policies and decisions should address the connections between people and places and the integration of new development into the natural, built and historic environment” (Para 61).

“Permission should be refused for development of poor design that fails to take the opportunities available for improving the character and quality of an area and the way it functions” (Para 64).

“Local planning authorities should not refuse planning permission for buildings or infrastructure which promote high levels of sustainability because of concerns about incompatibility with an existing townscape, if those concerns have been mitigated by good design (unless the concern relates to a designated heritage asset and the impact would cause material harm to the asset or its setting which is not outweighed by the proposal’s economic, social and environmental benefits.” (Para 65).

Core Policy 8 of the Core Strategy requires that, in terms of design,

- 9.2 all development:
- a) Be of high quality design that is practical, attractive, safe, accessible and adaptable;
 - b) Respect its location and surroundings;
 - c) Provide appropriate public space, amenity space and landscaping as an integral part of the design; and
 - d) Be in accordance with the Spatial Strategy in terms of its height, scale, massing and architectural style.
- 9.3 Policy EN1 of the adopted Local Plan states that development proposals are required to reflect a high standard of design and must be compatible with and/ or improve their surroundings in terms of scale, height, massing/ bulk, layout, siting, building form and design, architectural style, materials, access points and servicing, visual impact, relationship to nearby properties, relationship to mature trees; and relationship to watercourses.
- 9.4 The development comprises of two oval shaped buildings with a linking central core and has the same appearance as that which has already been approved. The differences in size and colour gives each of the component building's its own identity. The façade to the main elements of the office are developed as horizontal bands. The horizontal bands are articulated with differently coloured fins. A combination of these features strikes a reasonable balance between the horizontal and vertical emphasis creating a balanced appearance to the development.
- 9.5 The central core is rectangular in shape contrasting with the more dynamic oval shape of the two main office towers. The main entrance although recessed is accessed via a podium and is emphasised by an elaborate array of 5 tree like glass canopies, which has the effect of bringing the entrance closer to Brunel Way. The random asymmetry of the canopies is set against the formal pattern of the offices and creates a feature of particular interest. A rear courtyard is proposed, with direct pedestrian access from the offices. The courtyard is shown planted with trees.
- 9.6 The correct choice of external materials is key to a successful development. The materials being proposed include:
- Coloured opaque glass panels
 - Graphite coloured window frames
 - Light grey panels
 - Graphite coloured louvers
 - Anodised aluminium cladding
 - Graphite coloured curtain walling frame
- 9.7 Although the proposed development may not directly link with the site's immediate context, in terms of its heights and relationship to other neighbouring developments, a view has been taken that it should be considered in the wider context of the Heart of Slough

proposals. If the Heart of Slough proposals come to fruition then this will dramatically change the site's existing context. To the south of the site, on the former Brunel bus station/multi storey car park site, it is proposed to erect 3 commercial buildings at varying heights of 6 – 10 storeys and the proposed development would be in context with this building and provide an area of new modern office development. The proposal is considered to be of a high quality design and whilst its height, scale bulk and mass would not at the present time reflect its immediate surroundings, it will nonetheless happily tie in with and compliment the wider proposals for the Heart of Slough, which will, as part of a comprehensive redevelopment in this part of the town centre dramatically alter the sky line and help uplift the image of Slough as an important shopping and employment centre.

9.8 However, notwithstanding the wider Heart of Slough proposals, the development also has to be considered on the basis of it being a “stand alone” development, in the event that the wider proposals do not come to fruition. In the absence of there being an approved strategy for tall buildings in Slough Town Centre, each proposal has to be considered on its individual merits. There are some tall buildings on the northern side of the railway lines with the ongoing residential and hotel development and it is considered that this application site can sustain tall buildings in some form of context with these buildings as the site is large enough area for such buildings in a stand alone design to make them feature type buildings. Therefore notwithstanding the future implementation of the wider Heart of Slough proposals, the proposal must be capable of “standing alone” in terms of its design and impact and it has been assessed very much on this basis.

9.9 The proposed development would impact directly on the setting of the listed railway station at Slough. Nor will it further restrict views through to the station from William Street given the siting of the existing building. However, it will assist in the gradual renewal and regeneration of this part of Slough.

9.11 Therefore it is considered that the proposals provide a design which will enhance the appearance of the site and surrounding area and will not have a detrimental impact upon the character and appearance of the surrounding area complying with the relevant policies in this regard.

10.0 Impact on neighbouring uses

10.1 The National Planning Policy Framework outlines the following:

“Within the overarching roles that the planning system ought to play, a set of core land-use planning principles should underpin

both plan-making and decision-taking. These 12 principles are that planning should ... always seek to secure high quality design and a good standard of amenity for all existing and future occupants of land and buildings (Para 17).

- 10.2 Core Policy 8 states “The design of all development within the existing residential areas should respect the amenities of adjoining occupiers and reflect the street scene and the local distinctiveness of the area ... Development shall not give rise to unacceptable levels of pollution including air pollution, dust, odour, artificial lighting or noise”.
- 10.3 Policy EN1 of the Local Plan requires that “Development proposals are required to reflect a high standard of design and must be compatible with and/or improve their surroundings in terms of a) scale, b) height, c) massing/Bulk, d) layout, e) siting, f) building form and design, g) architectural style, h) materials, i) access points and servicing, j) visual impact, k) relationship to nearby properties, l) relationship to mature trees and m) relationship to water courses. These factors will be assessed in the context of each site and their immediate surroundings. Poor designs which are not in keeping with their surroundings and schemes which result in over-development of a site will be refused.”
- 10.4 Policy EMP2 of the Local Plan requires that: “there is no significant loss of amenities for the neighbouring land uses as a result of noise, the level of activity, overlooking, or overbearing appearance of the new building”.
- 10.5 The proposed building is sited so that it will be approximately 36m from the new bus station to the west and will not have any detrimental impact to this building or the office building beyond. The other surrounding or proposed uses to the north and south are commercial uses and therefore any impact is not considered to be detrimental to these uses. Although the former Thames Valley University site to the west of the site has been allocated for residential uses, some of which will be provided through tall buildings, no layout has been agreed and therefore the site can be developed.
- 10.6 It is therefore considered that the proposals provide a scheme which will not have any adverse impact the surrounding buildings and complies with the relevant policies.

11.0 Transport and Parking

- 11.1 “Plans should protect and exploit opportunities for the use of sustainable transport modes for the movement of goods or people. Therefore, developments should be located and designed where

practical to

- accommodate the efficient delivery of goods and supplies;
- give priority to pedestrian and cycle movements, and have access to high quality public transport facilities;
- create safe and secure layouts which minimise conflicts between traffic and cyclists or pedestrians, avoiding street clutter and where appropriate establishing home zones;
- incorporate facilities for charging plug-in and other ultra-low emission vehicles; and
- consider the needs of people with disabilities by all modes of transport.

If setting local parking standards for residential and non-residential development, local planning authorities should take into account:

- the accessibility of the development;
- the type, mix and use of development;
- the availability of and opportunities for public transport;
- local car ownership levels; and
- an overall need to reduce the use of high-emission vehicles.

- 11.2 Core Policy 7 (Transport) seeks to ensure that all new developments are sustainable, located in accessible locations and hence reduces the need to travel. It requires that development proposals will, either individually or collectively, have to make appropriate provisions for:
- Reducing the need to travel;
 - Widening travel choices and making travel by sustainable means of transport more attractive than the private car;
 - Improving road safety; and
 - Improving air quality and reducing the impact of travel upon the environment, in particular climate change.
- 11.3 Local Plan Policy T2 requires residential development to provide a level of parking appropriate to its location and overcome road safety problems while protecting the amenities of adjoining residents and the visual amenities of the area.
- 11.4 The site is located adjacent to both the bus station and is also sited within easy and safe walking distance of the rail station. Notwithstanding the significant increase in office floorspace being proposed, there will be no increase in the overall levels of car parking on site. Secure bicycle parking is provided to serve the offices uses, although the final lay out is to be agreed and showers/changing facilities are incorporated into the designs. The applicant will be required to pay a transportation financial contribution towards local highway, transport and road safety schemes commensurate with the additional travel demand generated.
- 11.5 The access and egress ramp has been relocated to the rear of the

building closest to the new Slough Bus Station as requested by the Transport Consultants at the pre application stage. This will reduce conflict with the vehicles using the ramp and pedestrians using the footpath, which can also be improved. The Travel Statement that has been submitted demonstrates that the trip numbers and service vehicle access will not have any detrimental impact with regards to highway safety

11.6 It is therefore considered that the scheme provides a suitable standard of car and cycle parking and will not be detrimental to highway safety and therefore meets the set requirements in this regard.

12.0 Contributions

12.1

The applicant will be required to enter into a Section 106 Planning Obligation Agreement, the Heads of Terms for which are as follows:

A) Prior to commencement of development, the applicant to enter into a Section 278 Agreement of the Highways Act 1980 with Slough Borough Council for the following works-

:

- Temporary access point,
- Installation of crossover / junction;
- Reconstruct the footway on all necessary sides of the application site using agreed materials (natural stone granite to replace ASP);
- Reinstatement of redundant access points to standard to footway construction
- Installation of street lighting modifications;
- Drainage connections;
- Construction of the servicing area and section of car park access ramp adjoining the bus station access road using agreed palette of materials to be consistent with those materials used by the Heart of Slough public realm scheme;
- Construction and dedication as highway maintainable at the public expense, free of charge, the footways on Brunel Way/William Street/Bus Station Access Road around the site as shown on Drawing No.
- Ideally the applicant should prepare a s278 Adoption Layout (Slough Borough Council Drawing Number 8/27/**P1) to show the works required. This plan should be appended to the s106 and correspond to the Highway Works Schedule.

B) Contribution to Station Forecourt works and enhancements to pedestrian /cycle facilities leading to and within the town centre (uplift of previously agreed financial contribution of £550k with rti);

- C) Fund the implementation of bus lane enforcement camera and associated costs to link to CCTV centre/ SBC parking office as appropriate;
- D) Transfer of strip of land measuring circa 1.4m x 17m along eastern boundary of site adjoining the bus station to allow disabled access to stopping buses;
- E) Traffic Regulation Order advertisement costs and sign and lining costs for loading bay of £6k;
- F) Travel Plan obligations covering content and monitoring specifications;
- G) Travel Plan Monitoring Contribution of £6k.

PART C: RECOMMENDATION

13.0 Recommendation

- 13.1 Delegate the planning application to Head of Planning Policy and Projects for the consideration of any transport and highways issues, completion of a Section 106 Agreement, finalising conditions and final determination.

14.0 PART D: CONDITIONS AND INFORMATIVES

14.1

CONDITIONS:

1. The development hereby permitted shall be commenced within three years from the date of this permission.

REASON To prevent the accumulation of planning permissions, and to enable the Council to review the suitability of the development in the light of altered circumstances and to comply with the provisions of Section 91 of the Town and Country Planning Act 1990.

2. The development hereby approved shall be implemented only in accordance with the following plans and drawings hereby approved by the Local Planning Authority:

(a) Drawing Number: 6340 D5000 00, Dated: 17/06/2013, Received: 06/08/2013

(b) Drawing Number: 6340 D5100 00, Dated: 13/06/2013, Received: 06/08/2013

(c) Drawing Number: 6340 D5101 00, Dated: 13/06/2013,

Received: 06/08/2013
(e) Drawing Number: 6340 D5102 00, Dated: 13/06/2013,
Received: 06/08/2013
(f) Drawing Number: 6340 D5108 00, Dated: 13/06/2013,
Received: 06/08/2013
(g) Drawing Number: 6340 D5109 00, Dated: 13/06/2013,
Received: 06/08/2013
(h) Drawing Number: 6340 D5110 00, Dated: 13/06/2013,
Received: 06/08/2013
(i) Drawing Number: 6340 D5199 00, Dated: 13/06/2013,
Received: 06/08/2013
(j) Drawing Number: 6340 D5111 00, Dated: 13/06/2013,
Received: 06/08/2013
(k) Drawing Number: 6340 D5700 00, Dated: 13/06/2013,
Received: 06/08/2013
(l) Drawing Number: 6340 D5701 00, Dated: 13/06/2013,
Received: 06/08/2013
(m) Drawing Number: 6340 D5702 00, Dated: 13/06/2013,
Received: 06/08/2013
(n) Drawing Number: 6340 D5703 00, Dated: 13/06/2013,
Received: 06/08/2013
(o) Drawing Number: 6340 D5800 00, Dated: 13/06/2013,
Received: 06/08/2013
(p) Drawing Number: 6340 D5500 00, Dated: 13/06/2013,
Received: 06/08/2013
(q) Drawing Number: 6340 D5501 00, Dated: 13/06/2013,
Received: 06/08/2013
(r) Drawing Number: 6340 D5502 00, Dated: 13/06/2013,
Received: 06/08/2013

REASON To ensure that the site is developed in accordance with the submitted application and to ensure that the proposed development does not prejudice the amenity of the area and to comply with the policies in The Local Plan for Slough 2004.

3. Samples of external materials to be used on the development hereby approved shall be submitted to and approved in writing by the Local Planning Authority before the scheme is commenced on site. The development shall be implemented in accordance with the approved details.

REASON To ensure a satisfactory appearance of the development so as not to prejudice the visual amenity of the locality in accordance with Core Policy 8 of the Slough Local Development Framework Core Strategy (2006 – 2026) Development Plan Document December 2008 and Policy EN1 of the Adopted local Plan for Slough 2004

4. Samples of external materials to be used in the construction of the access road, pathways and communal areas within the

development hereby approved shall be submitted to and approved in writing by the Local Planning Authority before the scheme is commenced on site and the development shall be carried out in accordance with the details approved.

REASON To ensure a satisfactory appearance of the development so as not to prejudice the visual amenity of the locality in accordance with Core Policy 8 of the Slough Local Development Framework Core Strategy (2006 – 2026) Development Plan Document December 2008 and Policy EN1 of the Adopted local Plan for Slough 2004

5. No development approved by this planning permission shall take place until a remediation strategy that includes the following components to deal with the risks associated with contamination of the site shall each be submitted to and approved, in writing, by the local planning authority:

A preliminary risk assessment which has identified:

- all previous uses
- potential contaminants associated with those uses
- a conceptual model of the site indicating sources, pathways and receptors
- potentially unacceptable risks arising from contamination at the site

A site investigation scheme, based on (1) to provide information for a detailed assessment of the risk to all receptors that may be affected, including those off site.

The results of the site investigation and the detailed risk assessment referred to in (2) and, based on these, an options appraisal and remediation strategy giving full details of the remediation measures required and how they are to be undertaken.

A verification plan providing details of the data that will be collected in order to demonstrate that the works set out in the remediation strategy in (3) are complete and identifying any requirements for longer-term monitoring of pollutant linkages, maintenance and arrangements for contingency action.

Any changes to these components require the express written consent of the local planning authority. The scheme shall be implemented as approved.

REASON This site is underlain by the Langley Silt (Unproductive Stratum) over the Taplow Gravel Formation (Principal Aquifer) over the Lambeth Group (Secondary A

Aquifer) over the Chalk (Principal Aquifer). The site is located within an Outer Source Protection Zone (SPZ2) for a potable water supply that abstracts from the gravels. The development proposed is an 8-10 story building, likely to require the use of piling. We therefore need to protect the aquifers under the site from any vertical mobilisation of contamination formed by piling.

We need to know the full history of the site and surrounding land. For instance the development site is located very close to the Bus Station and we need to know if there was storage of fuels on this adjacent site. We need assurances that the soils and made ground under this site are uncontaminated before we could agree to the use of piling.

The application form shows that a basement is planned for this site. Whilst this may remove contamination within soils, the construction of a basement within the Taplow Gravels may cause groundwater impedance. This needs to be addressed in a hydro-geological risk assessment.

6. No occupation of any part of the permitted development shall take place until a verification report demonstrating completion of works set out in the approved remediation strategy and the effectiveness of the remediation shall be submitted to and approved, in writing, by the local planning authority. The report shall include results of sampling and monitoring carried out in accordance with the approved verification plan to demonstrate that the site remediation criteria have been met. It shall also include any plan (a "long-term monitoring and maintenance plan") for longer-term monitoring of pollutant linkages, maintenance and arrangements for contingency action, as identified in the verification plan. The long-term monitoring and maintenance plan shall be implemented as approved.

REASON: This site is underlain by the Langley Silt (Unproductive Stratum) over the Taplow Gravel Formation (Principal Aquifer) over the Lambeth Group (Secondary A Aquifer) over the Chalk (Principal Aquifer). We need to protect these aquifers from any contamination that could be mobilised during development.

7. The development hereby permitted shall not be commenced until such time as a scheme to dispose of surface water that ensures that soakaways are not constructed into contaminated land has been submitted to, and approved in writing by, the local planning authority. The scheme shall be implemented as approved.

REASON We need to protect the Principal aquifer in the

Taplow Gravels from any historic contamination that could be mobilised through the use of soakaways.

8. Piling or any other foundation designs using penetrative methods shall not be permitted other than with the express written consent of the Local Planning Authority, which may be given for those parts of the site where it has been demonstrated that there is no resultant unacceptable risk to groundwater.

REASON We need to ensure that foundation design does not form pathways for contamination to migrate into the Taplow Gravel Formation (Principal Aquifer) or indeed deeper into the Lambeth Group. Piling that connects the surface of the site with the underlying strata may not be suitable unless the site investigation demonstrates that the soils and made ground are uncontaminated or that the basement excavation has removed all contamination.

9. No development shall begin until details of a scheme (Working Method Statement) to control the environmental effects of demolition and construction work has been submitted to and approved in writing by the Local Planning Authority. The scheme shall include:

- control of noise
- control of dust, smell and other effluvia
- control of surface water run off
- site security arrangements including hoardings
- construction and demolition working hours, hours during the construction and demolition phase, when delivery vehicles taking materials are allowed to enter or leave the site.

The development shall be carried out in accordance with the approved scheme or as may otherwise be agreed in writing by the Local Planning Authority.

REASON: In the interests of the amenities of the area.

10. No demolition or construction work shall take place outside the hours of 08:00 - 18:00 hrs Monday to Friday 08:00 - 13:00 hrs on a Saturday and no working at all on Sundays or public holidays.

REASON: To ensure that the amenities of the residents is not adversely affected by noise.

11. No development shall take place until details in respect of measures to:

- Minimise, re-use and re-cycle waste, including materials and waste arising from demolition;
- Minimise the pollution potential of unavoidable waste;
- Dispose of unavoidable waste in an environmentally acceptable manner;
- Have been submitted to and approved in writing by the Local Planning Authority. The approved details shall be implemented during the course of building operations and the subsequent use of the buildings.

REASON: In the interests of the amenities of the area.

12. No development shall take place until details of on-site storage (including any open air storage facilities) for waste material awaiting disposal have been submitted to and approved in writing by the Local Planning Authority. Such facilities shall be provided in accordance with the approved details prior to the first occupation of the development and thereafter permanently retained.

REASON: In the interests of the amenities of the area.

13. Prior to the commencement of works on site a strategy for the management of construction traffic to and from the site together with details of parking/ waiting for demolition/ construction site staff and for delivery vehicles shall be submitted to and approved in writing by the Local Planning Authority.

REASON In the interests of amenity of nearby residents and so as not to prejudice the free flow of traffic along the neighbouring highway or in surrounding residential streets.

14. During the construction phase of the development hereby permitted, there shall be no deliveries to the site outside the hours of 08.00 hours to 18.00 hours Mondays - Fridays, 08.00 hours - 13.00 hours on Saturdays and at no time on Sundays and Bank/Public Holidays.

REASON To protect the amenity of residents within the vicinity of the site.

15. No development shall take place until a scheme has been submitted to and approved in writing by the Local Planning Authority for external site lighting including details of the lighting units, levels of illumination and hours of use. No lighting shall be provided at the site other than in accordance with the approved scheme.

REASON In the interests of the amenities of the area and to

comply with Core Policy 8 of the Slough Local Development Framework Core Strategy 2006-2026, December 2008.

16. No development shall commence on site until a detailed landscaping and tree planting scheme, has been submitted to and approved in writing by the Local Planning Authority. This scheme should include the trees and shrubs to be retained and/or removed and the type, density, position and planting heights of new trees and shrubs.

The approved scheme shall be carried out no later than the first planting season following completion of the development. Within a five year period following the implementation of the scheme, if any of the new or retained trees or shrubs should die, are removed or become seriously damaged or diseased, then they shall be replaced in the next planting season with another of the same species and size as agreed in the landscaping tree planting scheme by the Local Planning Authority.

REASON In the interests of the visual amenity of the area and accordance with Policy EN3 of The Adopted Local Plan for Slough 2004.

17. No development shall take place until a landscape management plan has been submitted to and approved in writing by the Local Planning Authority. This management plan shall set out the long term objectives, management responsibilities and maintenance schedule for the landscape areas other than the privately owned domestic gardens, shown on the approved landscape plan, and should include time scale for the implementation and be carried out in accordance with the approved details.

REASON In the interests of the visual amenity of the area and accordance with Policy EN3 of The Adopted Local Plan for Slough 2004.

18. All air conditioning or other ventilation plant shall be designed to ensure that external noise generated by the plant or equipment shall not at any time exceed the ambient sound level as measured at the site boundary when the equipment is not in operation. This shall be implemented prior to first occupation of the development and retained at all times in the future.

REASON To minimise the impact of the noise generated by the equipment on the amenities of the local residents in accordance with Policy EN26 of The Local Plan for Slough 2004.

19. The air extraction and air conditioning system shall not be installed until a scheme has been submitted to and approved in writing by the Local Planning Authority for the control of noise emanating from the associated plant and equipment. The measures to be included in the approved scheme shall be implemented prior to the first occupation of the building that they relate to and thereafter the measures shall be operated in accordance with the approved building scheme unless otherwise agreed in writing by the Local Planning Authority.

REASON In the interests of the amenities of the occupiers of nearby premises.

20. The premises shall be used for B1(a) offices and for no other purpose (including any other purpose in Class B1 of the Schedule to the Town and Country Planning (Use Classes) Order 1987, and in any provision equivalent to the Class in any statutory instrument revoking or re-enacting that order.

REASON : In order protect the amenities of the area and to comply with Policy EMP2 of The Local Plan for Slough 2004

21. Notwithstanding the provisions of the Town & Country Planning General Development Order 1988 the total gross floorspace of the building hereby permitted shall not exceed 27,000 sq m and no extension or alteration either external or internal, involving an increase in floorspace including a mezzanine floor, shall be carried out without the prior permission of the Local Planning Authority

REASON To retain control over the intensification of the use of the site, particularly having regard to the provision of on-site parking.

22. Development shall not commence until a drainage strategy detailing any on and/or off site drainage works, has been submitted to and approved by, the local planning authority in consultation with the sewerage undertaker. No discharge of foul or surface water from the site shall be accepted into the public system until the drainage works referred to in the strategy have been completed”.

REASON The development may lead to sewage flooding; to ensure that sufficient capacity is made available to cope with the new development; and in order to avoid adverse environmental impact upon the community.

23. No development shall commence until details of the new

means of access are submitted to and approved in writing by the Local Planning Authority and the access shall be formed, laid out and constructed in accordance with the details approved prior to occupation of the development.

Reason: To ensure that the proposed development does not prejudice the free flow of traffic or conditions prejudicial of general safety along the neighbouring highway in accordance with Policy T3 of The Local Plan for Slough 2004.

24. No part of the development shall be occupied until the visibility splays shown on the approved drawings (still to be submitted) have been provided on both sides of the car park access and the area contained within the splays shall be kept free of any obstruction exceeding 600 mm in height above the nearside channel level of the carriageway.

Reason: To provide adequate intervisibility between the access and the existing bus station access road for the safety and convenience of users of the highway and of the access.

25. No part of the development shall be occupied until the visibility splays shown on the approved drawings (still to be submitted) have been provided on both sides of the service vehicle access and the area contained within the splays shall be kept free of any obstruction exceeding 600 mm in height above the nearside channel level of the carriageway.

Reason: To provide adequate intervisibility between the access and the existing bus station access road for the safety and convenience of users of the highway and of the access.

26. The scheme for parking, manoeuvring and the loading and unloading of vehicles shown on the submitted plans shall be laid out prior to the initial occupation of the development hereby permitted and that area shall not thereafter be used for any other purpose.

Reason: To enable vehicles to draw off, park, load/unload and turn clear of the highway to minimise danger, obstruction and inconvenience to users of the adjoining highway.

27. No development shall be begun until details of the cycle parking provision (including location, housing and cycle stand details) have been submitted to and approved in writing by the Local Planning Authority. The cycle parking shall be provided in accordance with these details prior to the occupation of the development and shall be retained at all times in the future for this purpose.

Reason: To ensure that there is adequate cycle parking available at the site in accordance with Policy T8 of The Local Plan for Slough 2004, and to meet the objectives of the Slough Integrated Transport Strategy

28. The development shall not begin until details of the disposal of surface water from the highway have been approved in writing by the Local Planning Authority and no building shall be occupied until the works for the disposal of surface water have been constructed in accordance with the approved details.

Reason: To minimise danger and inconvenience to highway users.

29. No part of the development shall be occupied until such time that a Car Park Management and Servicing Plan has been submitted to and approved in writing by the Local Planning Authority. Once agreed, the development shall operate in accordance with the agreed Car Park Management and Servicing Plan. The Car Park Management and Servicing Plan shall ensure that queuing on the car park entry ramp does not occur causing a delay to buses using the bus station access road; vehicles using the servicing area do not cause delay to buses using the bus station access road; and but not limited to vehicles accessing the development do not use the William Street bus lane. It shall specify a monitoring mechanism to ensure compliance with these requirements. Should the requirements within the Plan not be met, the operator should undertake whatsoever measures, as may first have been agreed in writing by the Local Planning Authority, as are necessary to meet the requirements. The Local Planning Authority will retain the right to require the operator to review the operation of the Car Park Management and Servicing Plan if it is made aware of concerns with its implementation. The Car Park Management and Servicing Plan shall be maintained in perpetuity during the operation of the development.

Reason: In order to minimise danger, obstruction and inconvenience to users of the highway and bus station access road

30. Samples of external materials to be used in the construction of the car park access ramps, servicing area access road, pathways and communal areas within the development hereby approved shall be submitted to and approved in writing by the Local Planning Authority before the scheme is commenced on site and the development shall be carried out in accordance with the details approved.

Reason: To ensure a satisfactory appearance of the

development so as not to prejudice the visual amenity of the locality in accordance with Policy EN1 of The Local Plan for Slough 2004.

31. No gates or access barriers to open over the highway

Reason: In order to minimise danger, obstruction and inconvenience to users of the highway and of the development.

INFORMATIVE(S):

1. There is a Thames Water main crossing the development site which may/will need to be diverted at the Developer's cost, or necessitate amendments to the proposed development design so that the aforementioned main can be retained. Unrestricted access must be available at all times for maintenance and repair. Please contact Thames Water Developer Services, Contact Centre on Telephone No: 0845 850 2777 for further information.
2. In dealing with this application, the Local Planning Authority has worked with the applicant in a positive and proactive manner through pre application discussions. It is the view of the Local Planning Authority that the proposed development does improve the economic, social and environmental conditions of the area for the reasons given in this notice and it is in accordance with the National Planning Policy Framework.
3. No water meters will be permitted within the public footway. The applicant will need to provide way leave to Thames Water Plc for installation of water meters within the site.
4. The applicant is advised that if it is intended to use soakaways as the method of dealing with the disposal of surface water then the permission of the Environment Agency will be necessary.
5. The permission hereby granted shall not be construed as authority to obstruct the public highway by the erection of scaffolding, hoarding, skip or any other device or apparatus for which a licence must be sought from the Highway Authority.